

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]
GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [1c.]

KELLY & WALSH, LD.

Just Received.
THE FIGHTING IN NORTH CHINA, by
G. GIPPS, R.N. 2.00
The Eternal City, by Hall Caine 3.50
A Secretary of Legation, by Hope
Dawkins 1.50
The Gamblers, by W. Le Queux 1.50
The Training of the Body for Games,
Athletics and other Forms of Exer-
cise, by F. A. Schmidt, M.D., and
E. H. Miles, M.A. 4.50
Further Correspondence Respecting the
Disturbances in China 1.00
Hongkong, 28th September, 1901. [690c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

WE HAVE BEEN APPOINTED
SOLE AGENTS

FOR

MARTELL & Co.'s
BRANDIES.

	PER CASE
ONE STAR	\$22
THREE STAR	28
V.S. O.P.	44
V.V.S. O.P.	80

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [952c]

Today's
Advertisements.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BANAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).
T H E Steamship

"PALAUAN,"
Captain J. Chellow, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
HOMBAY, on SATURDAY, the 12th October,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay without Transhipment.

Parties will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 28th September, 1901. [1c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, MADRAS, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
MALTA, VENICE and ADRIATIC PORTS).
T H E Company's Steamship

"TRIESTE,"
Captain A. Mitts, will be despatched as above
on THURSDAY, the 17th October.
For Information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 28th September, 1901. [926c]

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Agents.Today's
Advertisements.CHINESE IMPERIAL GOVERNMENT
7 PER CENT SILVER LOAN
OF 1886, E.

30th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS OF
this LOAN will be PAYABLE at the
OFFICES of the CORPORATION on or after the
30th SEPTEMBER, 1901.
LISTS of DRAWN BONDS can be obtained
on application to the Undersigned.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
Agents issuing the Loan.
T. JACKSON,
Chief Manager.
Hongkong, 28th September, 1901. [1005c]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

DURING my ABSENCE and until further
Notice Mr. MOWBRAY STAFFORD
NORTHCOTE has been appointed ACTING
SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 28th September, 1901. [1006c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
T H E Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Ports, on TUESDAY, the 1st October,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARLICK & Co.,
General Managers.
Hongkong, 28th September, 1901. [1004c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S
CELEBRATED

E

BLEND.

VERY OLD LIQUEUR
SCOTCH
WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - - - - - \$15.00

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

MARRIAGE.
WALLACE-MOOREHEAD.—On the 21st Sep-
tember, at the British Episcopal Church, Foo-
chow, by the Rev. Llewellyn Lloyd, WILLIAM
HENRY WALLACE, of the Hongkong and
Shanghai Banking Corporation, son of the late
Alexander Wallace, Esq., M.D., of Colchester,
to LAURA, eldest daughter of Theodore, Moore-
head, Esq., of the Imperial Maritime Customs,
at Foochow. [1007c]

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 28, 1901.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

THE ENEMY'S STRENGTH.
London, September 25th.—
Boer officials on the Continent declare
that the Cape rebels number 15,000.
Commandant Botha's force is estimated
at 5,000.

INTERNATIONAL ATHLETICS.

AMERICA V. ENGLAND.
The Harvard and Yale athletes have
beaten the Oxford and Cambridge team at
New York by six events to three.

THE GERMAN SPHERE.

GERMAN MINERS FOR CHINA.

Forty German miners engaged for the
German mines in Siam, will sail for
China on the 1st November.

THE ASSASSINATION OF PRE-
SIDENT MCKINLEY.

THE SENTENCE ON ZOLGORZ.
Zolgorz, the murderer of President Mc-
Kinley, has been sentenced to death by
electrocution.

AMERICA AND THE BOERS.
ABSOLUTE NEUTRALITY.

The correspondent of the *Daily Chronicle*
at Washington, states that President Roo-
sevelt is determined to maintain a policy of
absolute neutrality in connection with the
Boer war, and that he will refuse to receive
any Boer mission officially.

LOCAL AND GENERAL.

MR. G. GIRAULT has just received a special
consignment of Hock and Mdselle wines both
still and sparkling. They are well worthy of a
trial.

MR. FR. BLUNCK'S new advertisement
hanging in front of his shop attracted a deal of
attention this morning. It is an excellent oil
painting representing his trade mark.

BY KIND PERMISSION of Lieut.-Col.
Baillie and Officers, the Band of the 22nd Bom-
bay Infantry will play at the Hongkong Hotel
this evening, from 8 p.m. to 9.30 p.m. —

PROGRAMME.
1.—March "The Rustle Bridge" Rogers.
2.—Selection "Falka" Chas. Agnew.
3.—Bar Dance "Parlor" Chas. Agnew.
4.—Polka "The P. & O." Godfrey.
5.—Polka "The P. & O." Godfrey.
6.—Polka "The P. & O." Godfrey.
7.—Selection "Les Cloches de Corneville" Planquette.
Extra.
8.—Quadrille "Lights O' London" Curie.
"God save the King."
DIOGO RUIZARD DE LIMA,
Band Director.

THE POLISH ACTOR, Glinzky, has just
been condemned to pay a fine for having made
insulting references on the stage to Count
Waldersee. It appears that Glinzky, having to
speak the words, "We Germans fear God
alone," spoke them when he had crept under-
neath a table from feigned fear of an unloaded
revolver. The police authorities of Lemberg
construed such behaviour into an insult to
Count Waldersee, and also to the representa-
tives of the German Government in the capital
of Galicia.

OPENING OF THE HONGKONG
CRICKET SEASON.

The first match of the season was to have
started at 11 a.m. this morning, but it was half
an hour later when the players were enabled
to make a start. The weather was perfect, and
the ground looked to be in A. condition, but on
closer inspection we doubt if it would stand the
wear and tear of a protracted match and re-
main in anything like condition. Up to 2.30 p.m.
very little outside interest appeared to be taken
by the public there being very few onlookers.
Play commenced by the 30 side going in.
Messrs. T. J. Wilde and B. Hanson opened
the battle to the bowling of Messrs. Prudy
and Mackey, who afterwards gave way when
Mr. J. E. Lee and Major Dorehill, R. A.
took the leather. For the side Mr. J. Hooper
shaped very well for his 18, and J. Jordan in
this, his first match, earned many good op-
inions during his stay. His score of 21 was very
useful, and helped to stop what might have
been, a dry rot setting in. Major Dorehill
was very effective with his underhand lob; he
gets a tremendous amount of work on the ball
and times without number was evidently
beating the bat. A full report of the match
will appear in Monday's issue.

THE DOUGLAS STEAMSHIP CO.,
LIMITED.

GENERAL MEETING.

The eighteenth ordinary general meeting of
shareholders in the Douglas Steamship Com-
pany, Limited, was held at noon to-day at the
offices of the Company. There were present —
Mr. H. B. White (Chairman), the Hon. J. J.
Bell-Irving, Messrs. R. Shewan, C. S. Sharp,
C. H. Thompson (directors), Captain Roach
Captain Andrews, Messrs. G. L. Tomlin, A. R.
Zekiel, W. H. Bailey, Read, Ho Fook, T.
Hough, Babbington E. George, W. Gaskell, W.
Potts, S. A. Joseph, Chun Tong, G. C. C.
Master, and W. Davis (shareholders).

THE CHAIRMAN'S ADDRESS.
The Chairman in moving that the report and
balance sheet, which have already appeared
in these columns, be adopted said:—

Gentlemen, the Report and accounts having
been in your hands for some days, we pro-
pose, with your permission, and following
the usual custom, to take them as read. I
regret that owing to unforeseen circum-
stances we were not able to place them
before you a few days earlier. You will gather
from the Report that it is proposed to pay a
Dividend of Six per cent on the Capital of the
Company, and to write off the balance of profit,
amounting to \$41,087.38, from the values of the
Company's properties. To some shareholders
it may appear that the amount, which it is pro-
posed to write off, is large in proportion to the
net profit, but I would point out that nothing
was written off from this account last year, and
that while some of the older steamers stand in
at a low figure, the newer boats have been
written down to a small extent only, and you
must bear in mind that passing this amount to
Depreciation Account that the intrinsic value of
the shares is greatly enhanced, and the position
of the Company will be strengthened, until we
see a turn of that prosperity which we have

THE CHAIRMAN'S ADDRESS.

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until recent years enjoyed. The General
Managers and Consulting Committee after
mature consideration, have decided that this
is the most desirable manner in which to dis-
tribute the profits of the year, and we have
confidence that shareholders will sustain us
in that opinion. Regarding the past year's
working. The chartering of some of the
Company's steamers to the Government has
been responsible for a not inconsiderable por-
tion of the profits thereof, and while on this
subject I may mention that the *Formosa* is
still under charter, and will in all probability
remain in the North till late in the year. Our
coasting trade, during the period under review
has been restricted, particularly during the first
part of the present year, and this coupled with
keen competition on the part of Osaka Shosen
Kaisha, has made profits on the steamers' earn-
ings on the coast only moderate. I am glad
to be able to state, however, that during the
last few months the demand for tonnage on
our lines has considerably increased, and
though we have not, so far, been able to make
any satisfactory arrangement with the manage-
ment of the competing line, we are not without
hope that before long we may be able to report
that an understanding has been come to. As
regards the present year, I may say that the
Company's steamers are fully employed, and
that the earnings for the quarter are very satis-
factory, and should this improvement in trade
continue there is every prospect of a remunera-
tive year's working. I should like to draw
attention to the amount \$13,727.16 still owing by
the late Amoy agents (Messrs. Lapraik Cass &
Co.) and today that a further sum will be recovered
against this during October. It is expected
that by the sale of 195 shares in the Company,
standing in the name of the late Mr. Cass, on
which the Company has, under its Articles of
Association, a lien, the whole debt will be paid
off, by the end of the current year.

Before moving the adoption of the Report
and Account, I shall be pleased to answer any
question.
Mr. Joseph rose and asked to be permitted
to put a few questions to the chair. He said
he saw from the Report that the value of the
Company's fleet of six steamers was put down
as \$1,054,203.16, and he desired to know
whether that represented the present market
value or not.

The Chairman:—It is all we have written
down on the books.

Mr. Joseph:—Is the fleet worth more than
this, or less?

The Chairman:—It would have to be valued
before we can say the exact market value.

Mr. Joseph:—I see, it says it is valued at
\$1,054,203.16. I want to know whether it is
the actual value of the steamers—whether they are
worth more or less?

The Chairman:—We should have to have
them valued.

Mr. Joseph:—So they are not valued?

The Chairman:—No, they are not valued.

Mr. Joseph:—You consider this sufficient to
write off from the value of the company?

The Chairman:—Certainly.

Mr. Joseph:—Is it a fair value, and is it abso-
lutely necessary to write off \$41,087.78 from the
books of the company?

The Chairman:—Yes.

Proceeding, Mr. Joseph maintained that the
dividend paid was not actually being earned.
The profit on the working for the year, he said
was \$109,208.26, \$7,288.31 had been trans-
ferred from the Reserved Fund, and \$60,000.00
would be paid to the shareholders.

He also saw from the report that the General
Managers and Consulting Committee attributed
the unsatisfactory business of the Company to
the low and unremunerative rates which had
continued to rule on cargo to and from the
coast and Formosa, coupled with the high
price of fuel. Was it not also a fact, he
asked, that shippers received less con-
sideration at the hands of the General
Managers than they did from the opposing
line, and in consequence of that had
withdrawn their support?

The Chairman replied that he was quite
wrong.

Mr. Joseph:—To my knowledge two of the
biggest opium shippers, whose freights to us
alone, amount to \$17,500 annually have with-
drawn their support. One of them lately has
only given the Company something like 30 or
35 per cent. of his shipments. That is to my
knowledge; it is not hear say.

A shareholder, rising to a point of order, said:
Mr. Joseph states that he knows of an opium
shipper who has received better terms from an
opposing line than he has received at the hands
of the Douglas line. I take it in all cases where
there is opposition with one line competing
against the others that he has gone to the
cheapest market.

Mr. Joseph, continuing, asked whether it was
not a fact that a robbery was committed on
board of a steamer, and when shippers com-
plained to the company they did not receive
the consideration they deserved.

The Chairman said he would answer the
questions at a later stage.

Mr. Joseph then asked what was the
aggregate amount of charter money received
from the Government.

The Chairman:—Any more question?

WISE AND OTHER WISE.

The following was fished out of A Parable, the main drain the other day and brought to me; it seems to be a valuable historical document:—

Now it came to pass that in the LAND OF SCENTED WATERS there dwelt a MAN who was desirous of amassing much worldly wealth, so he purchased a house of venerable age but hale and hearty appearance, though there were those who said that his property partook of the nature of the whitened sepulchre. And said he, "my house at present brings me in many talents per mensem but the wise men say 'the higher the house, the higher the rent' and, despite the fact that an old proverb sayeth 'the higher it goes the sooner,' lo, I will even raise both." So the MAN desirous of amassing worldly wealth went unto a DRAWER of pictures who, although he knew not the house, straightway took pencil and brush and made an exceedingly comely picture yclept PLAN which the MAN desirous of amassing wealth carried unto the man called D.P.W., which being interpreted means, Drawn Plan Worshipper. And D.P.W. said unto him, "yea, verily, it is an exceeding pretty picture" and, having exhibited the same to the man M.O.H., which signifies MAKER OF HEALTH, he straightway affixed the sign PASSED thereby showing all men that the MAN desirous of amassing wealth could jerrybuild or, as the natives of the isle termed it doasoudamwellplease-and-nobody-yapeniytheviser. So the man desirous of amassing wealth went and jerrybuilt as he was commanded and, in the fullness of time the house collapsed, and great was the fall thereof, forty and three persons being thereby enterned. Then were the people of the land wrath and they did crier out, so the ruler ordered an ENQUIRY, which is a way to pacify the pestilential populace, and the ENQUIRY told them that the people were killed by the fall of the house. But the pestilential populace said damwellknewthatbefore, which was not considered polite, and so the history ended. Thus my son it is better to abide by the wisdom of the rulers than to kick against the pricks, for the rulers will ever reply that the blue brick is better than none at all and that he who questioneth the ways of GOVERNMENT (who was a heathen deity much worshipped by the ruling classes) shall verily come unto a bad end.

I see by the letter of your London Correspondent that sandals are coming into fashion, not only for children, but for adults as well, and, as I have recently heard from home on the subject, I think I can give your readers some useful hints. Of course there are feet and feet. The pink chubby feet of childhood are artistic in themselves and require nothing to set them off in sandals, but with those of adults it is sometimes different, for we are not all Tribbys. Corns are, of course, the great stumbling block to sandals, but I am told that the method adopted for hiding them is to wear rings on the toes. A marquise ring composed of a large opal surrounded by small brilliants will hide a fairly large corn and gives a most *chic* appearance to the foot. Bunions offer, of course, greater difficulties, but art has come to the rescue and a method has now been patented by means of which they are gilded and set with a carbuncle of fitting size. So treated, I am told, they are considered worthy to be displayed by all the crowned heads of Europe. The white linen slouch hats adopted by Uncle Sam's Navy are coming greatly into fashion. They are considerably less expensive than the more ambitious Panama, and look well if regularly washed and well got up. It is a good thing when wearing one to let your hair grow rather long at the back, to chew tobacco and adopt an American accent. If at the same time you affect a slight nautical roll, you stand a chance of being taken for one of the heroes who were with Dewey at Manila. With the St. Andrew's Ball booming in the near future it will be as well for everyone to look up their Scotch dances, to put kilts and sporrans out to air, and generally furnish up the Old Highland costume. At the same time I may remark for the information of an enquiring correspondent that it is not considered good taste to carry away as much of the haggie as you can comfortably conceal in your sporran.

I have noted a vast improvement in the conduct of the chair and ricksha coolies of late. They evidently seem to appreciate the fact that Mr. Budeley intends to stand no nonsense and will deal promptly with any complaints received. All you have to do now to be free from insult is to take careful note of the number of your vehicle and let the coolie see that you are doing so. He then recognises the fact that you are aware of the regulation against reporting him, and he respects you accordingly. I nearly fainted the other day, for I actually had a coolie thank me when I paid his fare. He may have meant it to be a bit sarcastic, but I was so taken aback that he was well out of sight before I recovered sufficiently to ask him what he meant by it.

There is a directness and simplicity clear of language in some of our Japanese contemporaries which might be copied with advantage in journals of which we wot, says a home paper. The need for that objectionable necessity of reading between the lines, upon which some of our writers rather pride themselves, does not arise. Take this report from the "Japanese Weekly Times": "On Thursday (20) while a train was running towards Hongjo on the line between Koiwa and Hirai of the Sobu railway, a man was found hanging out from a window of the car and

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS. [1901]

struggling for his life. Immediately the train was stopped and the man rescued. He was found to be a criminal who was then being escorted by a police constable. He had tried to escape by jumping out of the window of the car, but failed in the attempt as the police-man had been holding firmly one end of the rope tied around his waist. This is why he was found hanging." Could anything be clearer?

GILAH.

THE CANTON INSURANCE OFFICE, LIMITED.

The following is the report for presentation to the Shareholders at the twentieth ordinary general meeting, to be held at the offices of the General Agents, on Thursday, the 17th October, 1901, at noon.

The General Agents and Consulting Committee beg to submit to the Shareholders the Final Accounts for the year 1900 and an Estimate of the present year's working to the 30th ultimum.

1900 Account.—The result of the year's working is a credit balance of \$264,448.57, out of which, and with the approval of the Shareholders, it is proposed to pay a Dividend of 26 per cent. (= \$13 per Share), to add \$50,000 to the Reserve Fund raising the Reserve to \$1,200,000, and to carry forward the balance of \$84,448.57 to the current year's account.

1901 Account.—This Account shows an estimated balance at credit of \$509,591.

CONSULTING COMMITTEE.

Mr. J. H. Lewis having resigned, Mr. H. P. White was invited to and accepted the vacant seat. This appointment requires the confirmation of the Shareholders. The Hon. C. P. Chater, C.M.G., Messrs. D. Gillies, F. Mahland, D. M. Moses, and H. P. White retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Fullerton Henderson and W. H. Potts, whose re-election is recommended.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited.

Hongkong, 28th September, 1901.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1900.

Capital subscribed, \$2,500,000.00	
Amount paid-up	\$ 500,000.00
Reserve fund	1,150,000.00
Outstanding dividends	5,247.00
Outstanding bonus	826.85
Accounts payable	90,000.00
Balance of working account, 1900	264,448.57
	\$ 2,010,522.42

Cash, on current account with Hongkong and Shanghai Banking Corporation	\$ 147,739.02
Fixed Deposits:—	
Hongkong and Shanghai Banking Corporation	100,000.00
Chartered Bank of India, Australia and China	25,000.00
Mercantile Bank of India Ltd.	50,000.00
Bank of China and Japan, Ltd.	25,000.00
Mortgages	1,013,730.19
Hongkong & Kowloon Wharf and Godown Co., Ltd., Debentures	94,000.00
Godown Co., Ltd., Debentures	68,864.57
Chinese Imperial Government Loan, 1886	56,835.05
United States Bonds, (4% Loan, 1905)	400,000.00
Interest accrued but not yet payable	39,393.59
	\$ 2,010,522.42

WORKING ACCOUNT, 1900.	
To amount brought forward from last Account	\$62,053.70
To net premium received, less returns and re-insurances	1,338,879.16
To exchange	2,772.71
To interest	123,814.84
To transfer fees	53.00
	\$1,527,773.41

By losses and claims paid	\$1,042,137.78
By charges, including directors' auditors' and survey fees, agents' expenses, &c.	97,001.63
To commissions	123,984.43
To Balance as above	264,448.57
	\$1,527,773.41

We have compared the above Statements with the Books, Vouchers and Securities, and found the same correct.

FULLERTON HENDERSON, Auditors.

W. HUTTON POTTS, Auditors.

Hongkong, 24th September, 1901.

ESTIMATE OF WORKING ACCOUNT TO THE 30TH SEPTEMBER, 1901.

To Premium, less Re-insurances	\$ 1,090,865.00
To Interest, received and accrued	92,000.00
To Exchange	96.00
To Transfer Fees	58.00
	\$1,183,019.00

By Losses paid and outstanding	\$ 513,428.00
By Charges paid and accrued	73,000.00
By Commissions paid and accrued	87,000.00
By Balance	509,591.00
	\$1,183,019.00

E. & O. E.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office, Limited.

Hongkong, 28th September, 1901.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

NORTHERN NEWS.

(From Our Own Correspondent.)

TIENTSIN, September 16th.

There has not been much to break the monotony locally of late, and affairs in Peking have been vastly more exciting by comparison. To-morrow is said to be the great day of handing over the Palaces and evacuating Peking, with the exception of the Legation guards, and then we shall have done all that remains for us to do, in order to effect the Court's return, which will nevertheless not be effected. The R. H. Artillery are already down: the rest of the troops are due within the next two days. The Chinese fondly expect the railway also to be handed over, but there is no intention in this direction earlier than the Spring, and wisely so. At Shanhaikwan some little excitement is already being caused by a large body of mounted brigands who are threatening to attack the place. The Chinese appealed to us for assistance, but we declined to do more than guard the railway. I am afraid there is no chance of their really coming within reach of us, and they will probably do little beyond worrying and robbing the villagers.

The Protocol having been signed nothing will probably transpire in Peking until the Spring, when some understanding will probably be come to, or attempted in regard to the two Capitals. The present arrangement with two seats of government cannot possibly answer. China has conceived the brilliant idea of having a Capital specially for the benefit of foreign Powers and the negotiation of foreign affairs apparently, and with this idea is issuing a specially selected brand of Edict for circulation in the westernized seat of Government, while the real business is to be transacted from Honan. The idea is ingenious and unique, but it is a little over reaching the mark if China really imagines we shall permit such a barefaced arrangement as a permanency. The Rlenpotentials still talk confidently about a returning Court, as they also talk about a "returned Manchuria." But the one contingency is as remote as the other.

NEWCHWANG.

In spite of the restrictions of Russian Newchwang, things do not seem altogether dead there, and Britishers have not apparently lost all heart, as I hear of extensive building operations. Quite a number of large two storied buildings are just being completed, and a new hotel is under construction in addition to extensions to the old one, which looks promising. The Chinese complain that they have no liberty whatever and can only eke out a miserable pittance as coolies, all other channels being close to them; a good deal of this is perhaps exaggeration but to a certain extent no doubt things are trimmed pretty close for them.

THE R. W. F.

The R. W. F. Sergeants are altogether leading the way in the matter of entertainment. They have smoking concerts continually, and on Wednesday are giving a dance to which they have invited all the ladies of the community. It is to be hoped it will be a success, so far the officers of the garrison have not done anything, but they will presumably follow soon.

PROGRESSIVE SCHEMES.

Prince Ching appears for some reason to be going ahead and encouraging modern inventions. Just now he has conceived the idea of an extensive telephone system for Peking, covering an area of some 40 li, in order to assist the military and police in giving warning from one quarter to another in cases of robbery or invading brigands. It may be that they foresee another use to which it could be applied, namely, to facilitate alarm in case of any unexpected foreign arrivals also! As usual however, instead of coming to the man who has telephones and telegraphs at his fingers ends, Mr. Poulsen, the Chinese have been humbugging about with some catchpenny tenders for Tls. 250 per li. Poulsen would consider it good business to undertake the same for Tls. 50 per li! What with telephones, electric light, water works, and a printing bureau Peking ought to emerge into the full light of civilization soon. But with her corrupt systems she will be only like an owl blinking in the modern glare! Nothing is of use so long as the core of the rottenness is continually covered up and not rooted out.

THE OUTWARD GROWTH.

Tientsin continues apace, and one almost forgives the incredulous question as to where and how our deplorable ruin exists. In every direction fine houses are being built and in a few months time the place will be double its original size dating only some five years ago. But this is prosperity of a kind only, and a fictitious and fleeting prosperity unsupported as yet by any foundation of expanding trade. There is a continual influx of people and a corresponding demand for houses. Rents are being augmented in a terrific way, and the whole cost of living is quietly but steadily nearing 100% on former rates.

DEATH OF MAJOR LITTLE.

Though he had been ailing for some time and was known to have diabetes, no one anticipated that Major Little was in a serious condition until about a week before his death, which took place last Friday, his funeral being on Saturday. There was a large attendance at the impressive service, as the Major was very popular in a quiet way. The weather was lovely for the ceremony, and very warm, and the little cemetery, which is gradually filling up, was quite crowded. Several handsome wreaths were sent, and full military honours were observed, the service being conducted by the Chaplain, Rev. G. D. Sill.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 19th September, 1901. [1033c]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (noon), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1901. [1058c]

NOTICE.

A DINNER will be given to the Members of THE STRAITS AND HANGHAI CRICKET TEAMS during the week ending 16th November, at the CITY HALL.

SUBSCRIPTION \$10.

Lis for Subscription will be exhibited at THE HONGKONG CLUB and THE CRICKET CLUB, or Names may be sent in to the Undersigned.

E. GUMPERT.

C/o Messrs. CALDERN, MACGREGOR & Co. Hongkong, 23rd September, 1901. [1045c]

WANTED.

DOCTOR wanted for THE CHINA NAVIGATION CO'S S.S. "CHINGTU." Apply to BUTTERFIELD & SWIRE. Hongkong, 27th September, 1901. [1063c]

WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE.

Hongkong, 6th September, 1901. [1080c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL. Hongkong, 8th August, 1901. [1852c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next Chinese New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has This Day sold by Public Auction, a quantity of DAMAGED BUTTER in 1 lb and 2 lb Tins.

The Tins have been marked with a CROSS, scratched on the Cow's Head.

GEO. P. LAMMERT, Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.

Hongkong, 23rd September, 1901. [1046c]

NEW VICTORIA HOTEL.

ROTISSERIE. Meals a la Carte.

CHOPS, STEAKS, etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, 2nd September 1901. [1958c]

T. M. STEVENS & CO. CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO. Beaconsfield Arcade. Hongkong, 2nd September 1901. [1959c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT. Hongkong, 20th August, 1901. [1667c]

A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD CENTRAL. Speciality: FOOCOW LACQUER WARE.

Hongkong, 18th June, 1901. [1642c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS. H. RUTTONJEE, 30 & 32, Elgin Road, Kowloon.

Hongkong, 15th July, 1901. [154]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 1A, Ice House Road.

IS now in a position, in his New and Complete Studio, to take, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS. A speciality. Hongkong, 22nd September, 1901. [40]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

W. BREWER & Co.

Sandow's Developers, Anglo-Egyptian, Sultan, and Pacha Cigarettes, A large variety new stock Indian Cigars, Ball Pointed Pens, Waterlow Commercial Pen, Easterbrook's Falous Stub, Relief and other Pens, Typewriter Papers, Carbon Paper, Ribbons, &c.

Playing Cards, Poker Chips, &c.

Briar Pipes, Silver Mounted Cases, &c.

Bulminton Tennis, Cricket Goods, &c., &c.

Hongkong, 28th September, 1901. [689c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [121]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SARSAPARILLA. RASPBERRYVADE. TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Syder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [1044c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

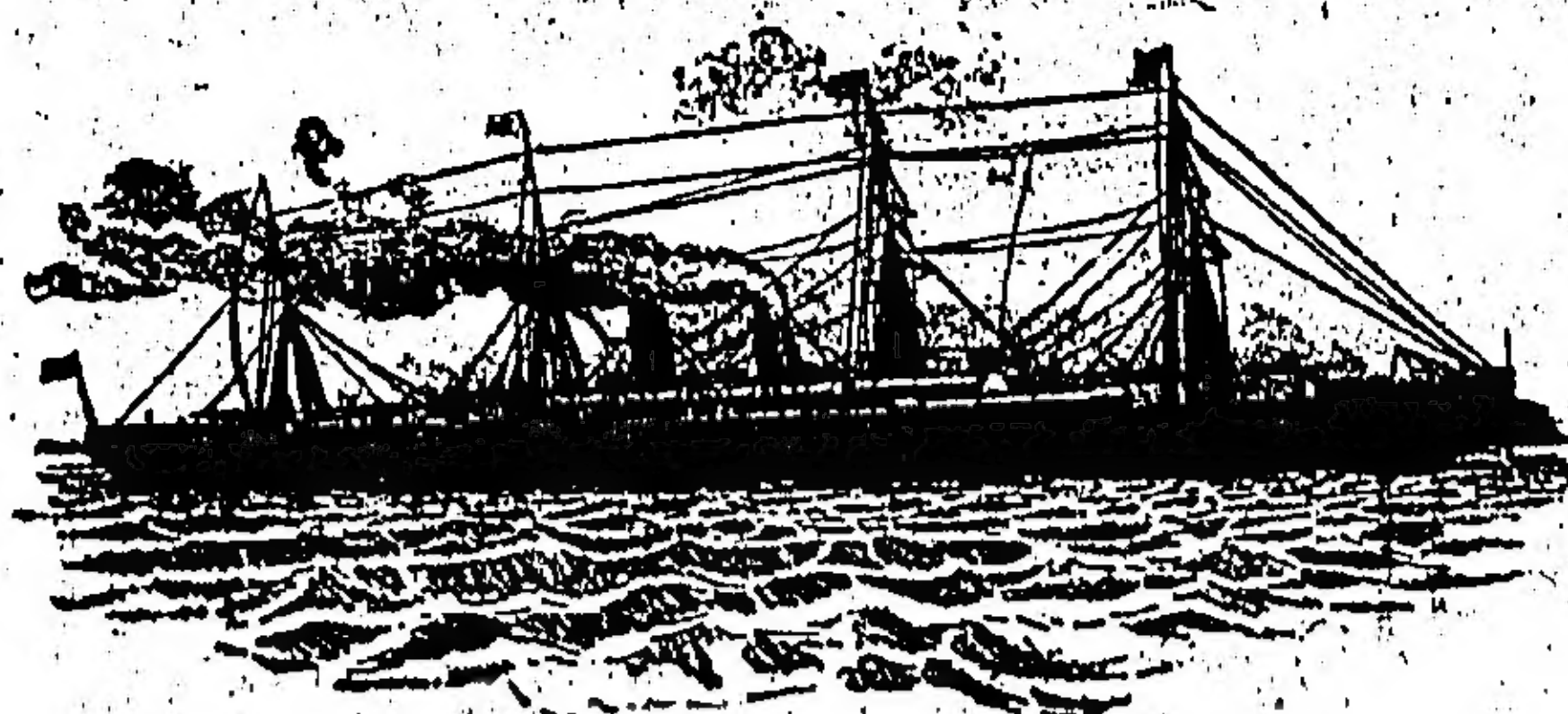
For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, RECKHAM, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC" (P. M. S. S. Co.)	WEDNESDAY, 2nd October, at Noon.
"ALGOA" (P. M. S. S. Co.)	On or about the 5th October.
"OHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

* Via MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 3 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

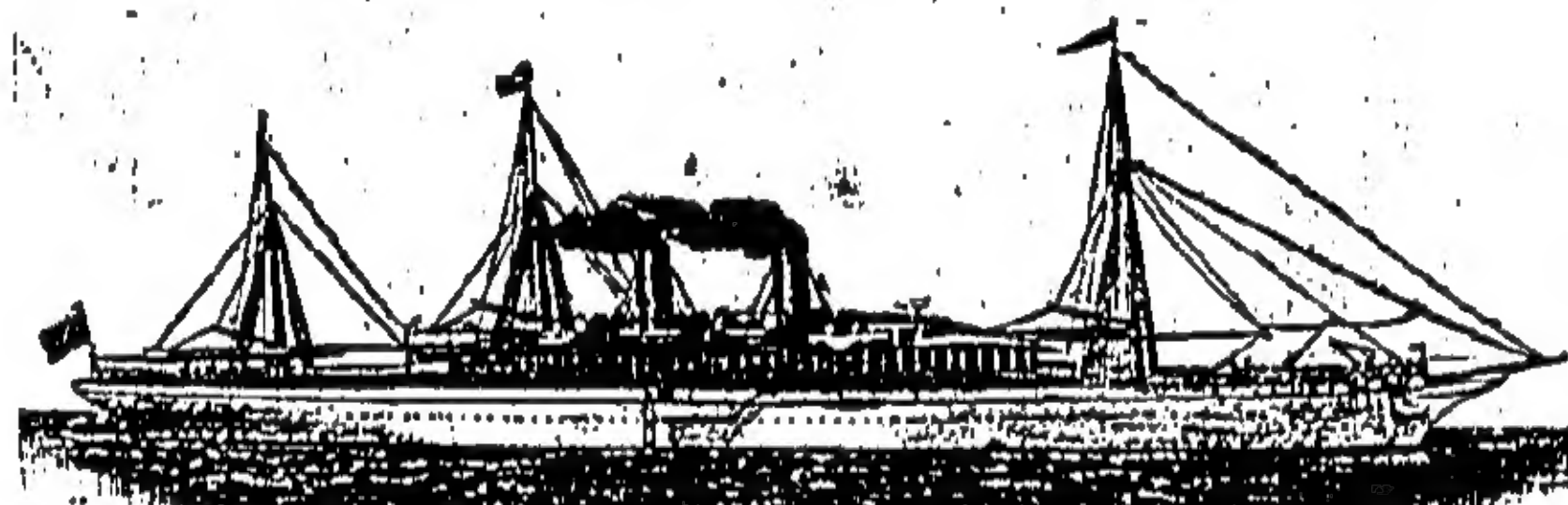
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U. S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make a voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	HAVRE and HAMBURG.	5th Oct.
Sachs	(Calling at SINGAPORE and COLOMBO.)	Freight.
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.
Christiansen	(Calling at SINGAPORE and PENANG.)	Freight and Passengers.
BAMBERG	HAVRE and HAMBURG.	2nd Nov.
Zarboesen	(Calling at SINGAPORE and COLOMBO.)	Freight.
SEGOVIA	HAVRE and HAMBURG.	16th Nov.
Frederik	(Calling at SINGAPORE and PENANG.)	Freight.
MARBURG	HAVRE and HAMBURG.	30th Nov.
Zachariasen	(Calling at SINGAPORE and COLOMBO.)	Freight.
SUEVIA	HAVRE and HAMBURG.	14th Dec.
Borch	(Calling at SINGAPORE and PENANG.)	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 26th September, 1901.

Insurances.

"The Time to get Oake is When it is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901. 1995c

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. 1712c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Agents.

Hongkong, 28th May, 1897. 1712c

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors,
R. SHEWAN,
Chairman.

Hongkong, 27th September, 1901. 1062c

Masonic.

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 25th September, 1901. 1054c

To be Let.

TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. 1209c

TO LET.

N. O. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG,

85, Queen's Road Central.

Hongkong, 17th July, 1901. 1761c

TO LET.

N. O. 1 to 3, WILD DELL, WANCHAI ROAD.

Apply to

SANG KEE,

298, Des Vaux Road Central.

Hongkong, 5th September, 1901. 1976c

TO LET.

N. O. 1, STEWART TERRACE.—THE PEAK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. 1709c

TO LET.

GODOWN—No. 1A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. 1823c

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply

"STEAM"

C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to
THE ROBINSON PIANO CO.

Hongkong, 29th May, 1901. 1655c

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

CELESTE BURELL, British ship, Jaffy—Order.

HELEN A. WYMAN, American ship, Vanhook—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, Chapman—Arnhold, Karberg & Co.

L. SCHREFF, American ship, C. S. Kendall—Cajovita & Co.

AS OTHERS SEE US.

THE PLAGUE IN HONGKONG.

The Special Correspondent of the Standard at Hongkong has forwarded a long letter, to that journal on the subject of the plague. He puts his finger on the weak spot when he says: How is it, it may be asked, that the disease lingers on in Hongkong? A simple answer would be, because the Chinese live in overcrowded, insanitary dwellings, badly ventilated and lighted, in narrow streets, where the atmosphere stagnates, and in indescribably filthy surroundings.

It is an observed fact that the majority of cases occur in the second quarter of the year, at the end of the dry season, when no rain has fallen for four months, and that the epidemic abates as soon as the mean atmospheric temperature rises above 80 deg. Fahrenheit. This opinion has been somewhat modified this year. It has also been noticed that after a heavy rainfall there is invariably a considerable reduction in the diurnal return of cases. The conclusion must not be jumped at, however, that the rain washes the sewers clear of infecting matter. In Hongkong the rain water—Nature's cleanser—does not find its way into the sewage drains. Sanitary experts have decreed that the rainfall which averages 83.66 inches per year—recorded almost entirely between the months of May and September—should be carried off in large masonry storm-water drains, while the ordinary sewage goes into a nine-inch pipe, and has to depend for flushing on the casual water superadded from the Chinese kitchen. This dual arrangement is known as the "separate system," and it is maintained by old residents, and most, if not all, of the local architects, doctors, and students of the subject; that to the evils of that system the Colony owes much of the disease from which it now suffers.

The question is not one merely of drains and overcrowding. The present and future importance of Hongkong as a garrison town, a Naval base with the largest dock in the world, and a port of call for mercantile vessels to China, Japan, and the Philippines, is seriously affected, the more so when foreign competitive ports of call are springing up around us. I regret to say that, owing to the action of the Colonial Office, in its desire, apparently, to raise revenue—which is now spent on local public improvements, some 10 per cent. of which the Colony's revenue being taken as a Military contribution—overcrowding is not now confined to the Chinese, but exists to a disgraceful extent among the Portuguese and other Europeans. High prices for land, increased ground rentals, and the reduction of the lease periods are all contributing to ruin this Colony. If some change of policy is not speedily adopted. The Government is solely and entirely responsible for the insanitary state of things. There is no local body possessing power to enforce the necessary reforms. All authority is vested in the hands of the Government, and as the Government never seems to possess a man sufficiently independent of Downing Street to enunciate an opinion that is worth anything, or to initiate reform, the Colony drifts helplessly from epidemic to epidemic, its commerce stagnates, and its prosperity is endangered. Hongkong no longer possesses the unique position it once held in the China Sea. It has rivals, and, instead of repelling trade and commerce, and forcing it into channels from which it may never return, the Government ought to be bestirring itself to meet the wishes of the European section of the community.

HONGKONG SHARE MARKET.

HONGKONG, Friday, September 27th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

There has been more movement in the market during the week and the special feature has been a further substantial rise in China Sugars, while several other stocks have also improved on the previous quotations. The Douglas Steamship Company, Limited, will hold its Ordinary General Meeting to-morrow, the 28th instant. The China Mutual Steam Navigation Company, Limited, has declared an Interim Dividend of 3 per cent. payable on the 1st proximo. The Canton Insurance Office, Limited, has advertised its Twentieth Ordinary Meeting for the 17th October. The transfer books will be closed from the 3rd to 17th proximo, both days inclusive. Banks.—Hongkong and Shanghai Banks have been in some demand and sales have been effected at \$505, at which rate there are further enquiries. The London quotation is unchanged. Marine Insurances.—Unions have been negotiated at \$340 and \$342 and more shares are wanted at the latter price. China Traders are weak at \$60. Cantons can be placed at \$167. Fire Insurances.—Hongkong Fires have found buyers at \$342. A small parcel of China Fires has changed hands at \$83. Shipping.—Hongkong, Canton and Macao Steamboats continue in request at \$34. Indo-Chinas have improved their position and have been fixed at rates between \$134 and \$138, closing in demand at \$139. Douglas Steamships are enquired for at \$44 after sales at \$43. Chinas and Manillas have further declined and are offering at \$38. Star Ferries, old issue, have been bought at \$24; the new shares have buyers at \$94. Refineries.—China Sugars have experienced another sharp rise and have been taken off the market at various rates up to \$151, but close easier with sellers at \$151. Luzons have declined to \$35 at which rate shares are offering. Mining.—Pungfong are still in the market at \$5. Rauba have been booked at \$12 and are now wanted at \$13. Jubelus are in demand and can be placed at \$54. Docks.—Wharves and Godowns.—Hongkong and Whampoa Docks have ruled firm, and transactions at \$277 and \$280 have taken place. Kowloon Wharves have been sold at \$90. New

Amoy Docks are still wanted at \$25. Lands, Hotels and Building.—Hongkong Lands have again been done at \$190 and have further buyers at \$190. West Points have been disposed of at the advanced rate of \$54 and more can be placed at \$55. Hongkong Hotels have changed hands at \$126 and are now enquired for at \$127. Humphreys Estate have been placed at \$131. China Providents have weakened and are procurable at \$91. Cotton Mills.—Ewos are asked for at \$15. 40. Cikan Companies.—All stocks under this heading are quiet and our quotations for Manila stocks are purely nominal. Miscellaneous.—Green Island Cements have been sold at a large extent at \$21. A. S. Watsons have buyers at \$15. Electrics, old, have been purchased at \$12 and \$13.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE COCHRANE STREET INQUIRY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—In your issue of last night you say that you hear—on good authority—that the reopening of the late inquiry was not at the inception of the local Government, but at the instance of the Home Authorities.

Assuming this statement to be true, it is to be hoped that when the papers relating to the second inquiry are sent home, and the evidence is read, the Home Government will force the local Government to take action against the person or persons whom the evidence shows to have been grossly negligent in the performance of their duties.

It is the strong attitude you have taken in the matter, sir, witness your leader in last Wednesday's issue, that has encouraged me to write this letter, and I hope you will publish it as the protest of a humble citizen against the way the second inquiry was conducted and the verdict of the Coroner. Mr. Hazeland is the Coroner of Hongkong and ought to know what the duties of a Coroner are. It is only necessary to go back to the first inquiry to see that Mr. Hazeland is totally ignorant of his duties. The insufficiency of the evidence taken and the extraordinary verdict returned clearly prove this statement. There is another element in considering Mr. Hazeland's position in acting as Coroner which cannot be overlooked, and that is the fact that his brother, Mr. E. M. Hazeland, was the Architect of the two houses, No. 32 and 34 Cochrane Street, the collapse of which was the subject of the inquiry. It is true that no person was under accusation at the time the inquiry was held, but in view of the fact that the Architect of the repairs to the premises was necessarily an important witness, it is regrettable—more than regrettable—that Mr. Frank Hazeland conducted the inquiry. Over and over again judges have refused to sit on the bench to judge a case because they consider they may lay themselves open to the accusation of being biased; in some cases they refuse to sit because they hold a few shares in a company, the plaintiff or defendant in a suit. In a recent case—a charge of criminal libel—the judge refused to sit because the accused had sent him a copy of the libel! Judges being so careful to avoid being suspected of improper motives over apparently trivial matters, how much more careful ought Mr. Hazeland to be to avoid being suspected of bias in the important matter under discussion involving the death of 43 persons. Lord Esher, M. R., in *Allinson v. General Council of Medical Education and Registration* (L.R. 1894 1 Q.B.D. 758) laid it down that "In the administration of justice, whether by a recognised legal Court, or by persons who, though not a legal public Court, are acting in a similar capacity, public policy requires, that, in order that there should be no doubt about the purity of the administration, any person who is to take part in it should not be in such a position that he might be suspected of being biased." Mr. Hazeland is a barrister at law and ought to be conversant with the above principle of law. If he is not may, I most respectfully draw his attention to it?

I now propose to glance briefly through the evidence taken at the first inquiry held on the 30th August last. Mr. Tooker was the first important witness, and he said that the plans were prepared by Mr. E. M. Hazeland, scrutinized by himself, and found to be in accordance with the Building Ordinance.

Mr. Tooker's next appearance is at the Police Court at the second inquiry. We now see Mr. Tooker in a different light. He evidently recognised the seriousness of his position and enumerated his grievances at great length, none of which he thought it necessary to mention at the first inquiry. Although the Building Ordinance mentions that walls shall be constructed of brick or stone or other hard material, and shall be properly bonded and substantially put together with good lime mortar or cement mortar, and states the rules relating to the thickness of the external and party walls, and describes what the foundations of every wall shall be, and, generally, makes every possible precaution for the safety of the public, Mr. Tooker was obliged to admit that at no time before the accident did he or any officer of the P. W. D. inspect either 32 or 34 Cochrane Street, notwithstanding this fact, he gave the owner a permit to erect an extra storey on each house. His excuse for not visiting the houses and ascertaining if the walls and foundations were sound is, "I relied on the Architect and hadn't time to inspect the buildings." What a paltry confession this is for Mr. Tooker to make. No one ever heard a word about his being overworked until the disclosures brought the fact to the notice of the public by this inquiry. Why did not Mr. Tooker resign his position if he had no time to do his duty to the public and save them from being done to death in these mantraps. As I have before stated there was not a murmur of complaint from Mr.

Tooker at the first inquiry. He probably thought that hushed-up affair would sink into oblivion and not a word more be heard about it, the fate of so many scandals in this Colony.

The next witness at the first inquiry was Mr. E. M. Hazeland. This gentleman was ushered into the box by Mr. Tooker, who asked the Coroner to call the witness as he thought he had some valuable evidence to give. Mr. Tooker was quite right. The evidence the witness did give was very valuable as showing the grossly negligent manner in which Mr. Hazeland examined the buildings to ascertain if the walls and foundations were strong enough to bear the weight of an additional floor and verandah. The fact is, as he admits, he did not examine the premises at all. Mr. Hazeland sent one of his assistants to examine the buildings and the assistant reported to him that the walls were sound and thick enough to add another storey in compliance with the Building and Public Health Ordinances. The witness also stated that if he had had the least suspicion that the walls were not sound he would not have sent the plans to the P. W. D. without calling attention to the fact. Witness also said that he was formerly an assistant in the P. W. D., and his duties were principally to see if the provisions of the Building Ordinance were carried out.

Let us now run through Mr. Hazeland's evidence at the second inquiry. The witness then stated he did not instruct his assistant to cut into the wall to ascertain if they were sound. In cross-examination by Mr. Bowley he admitted that it was impossible to find out whether the wall was sound without opening it, nor did he instruct his assistant to examine the foundations, although he admitted it was the approved course to examine them before putting on an extra weight.

In his evidence at the first inquiry it will be remembered Mr. Hazeland stated that when he was employed in the P.W.D. his duties were to see that the provisions of the Building Ordinance were carried out. The witness now stated that when in the Department he took it for granted that when an architect submitted plans that he had complied with the provisions of the Building Ordinance. Mr. Hazeland, therefore, in acting as architect of the buildings in Cochrane Street has no excuse for not satisfying himself that the walls and foundations were not sound. He knew, from his own experience, that they would not be examined by the officials of the P.W.D. He knew perfectly well that when an architect submitted plans it was taken for granted that the provisions of the Building Ordinance were complied with. There might be some little excuse for an architect acting as Mr. Hazeland did, if he thought the P.W.D. did, as they should do, send an officer to find out if the walls and foundations were sound, but Mr. Hazeland knew that this was not done and he stands convicted on his own confession of gross negligence. What claptrap it was for him to say "If I had the least suspicion that the walls were not sound I would not have sent the plans to the Department without calling attention to the fact," when it is considered that he never took the slightest trouble to ascertain if the walls were sound—and that is what he was paid by the owner of the property to do—nor did he tell his assistant to cut into the walls.

On the conclusion of Mr. Hazeland's evidence at the first inquiry Mr. Tooker again stepped into the box and gave forth one of those "statements" of his which we have by this time got so used to, and the inquiry then closed. The Coroner did not think it necessary to call the owner of the premises. He did not think it necessary to call Mr. Pearson, the Assistant who examined the walls and foundations, and so this mockery of an inquiry closed. The one redeeming feature in the whole business was the gigantic intellect displayed by Mr. Hazeland in unravelling the mass of evidence—and finding that the 43 persons met their death through the falling in of the houses.

We will now pass on to the second inquiry, which was again held before Mr. Hazeland. Owing to the manner in which the former inquiry was conducted, and the relation of the Coroner with one of the principal witnesses, it is passing strange that Mr. Hazeland should again preside. Under the English law the Court, when satisfied that it is necessary or desirable in the interest of justice to hold another inquiry, has power to quash the finding of the former, and to order another person to hold the fresh inquiry. For some reason the inquiry was, as everybody knows, held before the same Coroner.

The second enquiry was opened on the 20th September and, after an address by Mr. Bowley in which Mr. Hazeland was told how he ought to conduct an inquiry, evidence was taken. I have already briefly referred to the evidence given by Mr. Tooker and Mr. Pearson, and will now come to that of Mr. Pearson. The witness said that he had formerly been an overseer in the P.W.D. and while so employed, was an inspector of buildings. He then said that he had examined the walls of 32 and 34 Cochrane Street and that he had found the walls all right, by looking at them, and that they were in accordance with the Building Ordinance. In cross-examination by Mr. Bowley the witness admitted that he did not remove any of the whitewash or dirt to see if the walls were sound, neither did he examine the foundations, or cut into the walls to ascertain if they were solid, properly bonded and substantially put together with good material. He spent twenty minutes in each house and reported to Mr. Hazeland that the walls were in accordance with the Building Ordinance. This witness is deserving of the severest censure for the manner in which he made the examination of the premises. If this is the sort of examination he made of houses when an inspector in the P.W.D. it is no wonder that buildings are

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continually tumbling down and lives lost. Mr. L. M. Xavier gave evidence that it was the duty of Mr. Tooker to examine the plans and see if they complied with the Building Ordinance. Witness also said that there was nothing in the plan to show that the wall had any foundation whatever.

The Hon. W. Chatham, Acting Director of Public Works, said that the only cause of the collapse was the badly built party wall between the two houses, and that the addition of a new storey, he had very little doubt, contributed to the accident. Mr. Chatham also stated that had he been consulted as to the houses he would have considered it necessary to examine the walls carefully, knowing the buildings to be old ones, and if after an external and internal examination the walls were found satisfactory, he would then calculate what weight would come upon the walls by the proposed additions.

There was other evidence taken, but space does not permit me to refer to same. It is sufficient to say that, in my opinion, the evidence clearly proved that the real cause of the collapse was the faulty construction of the party wall between the two houses, and that its fall was brought about by the addition of an extra storey comprising heavy beams and brick work. There may have been other circumstances which contributed to the collapse, such as the blacksmith's shop on the ground floor, or the showery weather prior to the collapse, or the deviation by the owner from the approved plans whilst altering the two houses, but these are problematical. The persons therefore to blame were (1) the architect who made no proper examination of the houses (2) the official in the P.W.D. who passed the plans without making any examination of the premises.

Mr. Bowley, in a masterly review of the evidence, asked for a verdict that these parties were guilty of gross negligence in the performance of their duties. He also asked for a verdict that the Head of the Department was equally guilty with the others. I cannot agree with Mr. Bowley. If the under officials found they were unable to properly carry out their duties under the Building Ordinance, their proper course would have been to have resigned their positions, and thus thrown the responsibility on the Government.

After a day's consideration Mr. Hazeland returned a most unsatisfactory verdict, and said that he was sending the evidence to the Attorney General, and it is to be hoped that the matter will not be allowed to rest. It is too serious a matter to pass by in silence, and until steps are taken to show responsible persons, whose duties involve risking the lives of the public, that they must attend to them in a proper way, the lives of no one in the Colony will be safe. A Royal Commission would be almost as great a mockery as the first inquiry in this case. Commissioners collect evidence and send in their report to the Government, and as a rule, nothing more is ever heard about it, and when public opinion has quietened down, the old order of things is reverted to until another scandal is disclosed and then the same procedure is gone into again. I think I am right in saying that Ordinances are passed for the protection of the public and that it is the duty of the Government to take proceedings against the officials and persons responsible who do not carry out the provisions of the Ordinances. It is an excuse for an official, at the eleventh hour, to say he "hadn't time to do his duty." Although we live in a free Colony, surely we are entitled to have the laws enforced strictly, and the gentlemen who hold official positions punished for neglect of duties they are paid to perform.

In August, 1900, an article appeared in the *China Mail* regarding a building in Hongkong, and, although it gave rise to considerable discussion, the practical good it did may be seen in the state of the P. W. D. today.

I cannot hope that this letter will do any good. Even the press of the Colony seem unable to carry out any reform. How then can I, an unknown writer, hope for a better fate?

Yours, etc., R. C. H.

Hongkong, 27th September, 1901.

INQUIRY INTO A DEATH IN THE GAOL.

Yesterday afternoon an enquiry was held into the cause of the death of a prisoner named Ham Yeung who was sent to prison for 6 weeks with 20 strokes with the birch in addition. The day he was admitted he was found hanging from the bars of the window of his cell with his queue round his neck. He was immediately cut down and found to be alive, artificial respiration was resorted to and continued for some considerable time, but eventually he died. The finding of the Coroner was, asphyxia by hanging which was self-inflicted.

THE PLAGUE.

Number of cases reported up till noon of the 27th September, 1901

Chinese	1,559
Other Asiatics	34
Europeans	31

Number of cases reported during the past 24 hours

Chinese	10
Other Asiatics	0
Europeans	0

Total number of cases reported to date 1,644

Number of deaths reported up till noon of the 27th September, 1901

Chinese	12
Other Asiatics	0
Europeans	0

Number of deaths reported during the past 24 hours

Chinese	0
Other Asiatics	0
Europeans	0

Total number of deaths recorded to date 1,573

Since noon on Saturday last the cases and deaths are—

Cases Chinese	2
Other Asiatics	1
European	0
Total	3

Deaths Chinese	2
Other Asiatics	1
European	0
Total	3

The plague returns for last week were—

Cases	2
Deaths	2

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UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Almale, Mrs.	Linke, F. H.
Atkinson, J. I.	Liviale, W. J.
Allard, Rev. T.	Leonard, M.
Alexander, M. R.	Levi, H.
Anderson, H.	McLean, A. E.
Augustin, C.	Miller, O. H.
Almeida, P. J.	Marshall, C. W.
Anderson, W. H.	Mills, S.
Aocha, O. A.	Maupang, W.
Anderson, C. M. N.	Mills, S. C.
Baret, Mr.	Mitchell, W. T.
Bracker, Hy.	Mulder, W.
Burke, Rev. P. G.	Mulder, W.
Berger, L. W.	Mulle, H. L.
Brown, A. J., D. D.	Macdonald
Babonneau	Macario
Bonnet, F.	Macreki, M.
Brown, F. W.	Mehrens
Brown, P. A. R. C. A.	Mare, Monsieur
Bennet, Major F. W.	McGill
Brownell, N.	McWilliam
Bernth	Muller, O.
Beauchamp, J. W.	McCulltan
Baikofo, H.	Myers, J.
Bertram, W.	Mar, A. B.
Brown, E. A.	Morton, H.
Baylis, F.	Materna, F.
Beasley, J. H.	Notton, R.
Banwar, J.	Nicholson, H. J.
Barrington, F.	Niveo, L.
Cramer, R. B.	Newby, Capt. A.
Chinachiole, G. N.	Newall, H. E.
Crilly, A. G.	Nason, B.
Campbell, H.	Norman, A. J. M.
Collins, M.	Norton
Crowley	Nichols, P.
Cruz, Francisco	Oswin, A.
Cruz, Miss C.	Oviedo, F.
Coombes, G.	Ozorio, S. E.
Cuntz, C.	Olet, H. M.
Clydesdale	Oliveira, A. C.
Copeland, E.	Ocock, G.
Clark, Capt.	Obbes, J.
Clarke, N.	Palmer, C. D.
Carrington, Sir John	Paoli, S.
Douglass, Mrs. M. E.	Ponti, O.
Dyson	Peterson, W.
Dederich, J.	Picarin, W. G.
Dennate, A. P.	Parfit, J. S.
Drowd, P.	Pereira, Mrs. C.
Drewell, A.	Pettit, J. D.
Dysdale, A. B.	Piong, A.
Esposito, E.	Petsil, F.
Eschauer, P.	Pennybacker, C.
Eugert, M.	Pabalan, H.
Eck, H.	Pabalan, H.
Ekin, E.	Puton, Dr. B. L.
Ewing, Rev. J.	Ponsonby, R.
Elizaga, T. S.	Quency, J.
Fitzsimmons, C. A.	Kouch, S. C. L.
Fleming, J.	Raine, Miss P.
Farr, A. J. M.	Roussel, M.
Frankland, A.	Roschild, O. F.
Fortest, M. P.	Robles, M.
Fernandes, J. M.	Richardson, W. N.
Ferreira, E.	Rutledge, H. B.
Flying Jordans	Rice, C.
Foster, F.	Rosa, E. da
Flint, O. M.	Reu, H.
Girard, A. V.	Rahim
Galbraith, J.	Remedios, A.
Giant, L. W.	Remedios, R. J.
Guthrie, J. R.	Robertson, Mrs.
Gray, C. E.	Rust, A.
Greedy, H.	Reid, J. G.
Gitten, Mrs.	Root, M.
Gorke, A.	R. E.
Geary, Sir W. N.	Robinson, N.
Groves, F. W.	Reelkinson
G. H. R.	Ross, Mr. A.
Griffiths, E.	Sig, J. K.
Hermann, H.	Shakoor, A. C.
Heaton, T.	Shank, C.
Holdsforth, S.	Shermarte
Haiman, A.	Singh, C.
Habram	Sampson, J.
Hunter, J. A.	Seldner, I.
Hassan	Sandeland
Hobbs, W.	Smith, A. H.
Horwitz	Smith, W. A.
Hamilton, A.	Sprague, O.
Harley, A. W.	Soolayman, H.
Huckle, F.	Banbhora, Dr. F. G.
Haman, J. W.	Skinner, A.
Harrold, G.	Souza, M. B.
Hemmings, R.	Salva, C.
Hoskins	Sullivan, C. P.
Hog, Miss	Salter
Hermann, J. S.	Sims, W. A.
Jarvey, J.	Stephenson, Mob.
Johnson, J.	Basoon, P. M.
Johnstone, B. H.	Stevenson, J.
Jephson, Capt. J.	Stewart, J. K.
Jervis, A. C.	Timmer, W.
Jones, W. R.	Tome, T.
Junot	Torrance, J.
Jarvey, J.	Trechles, W.
Jones, L.	Upton, W. C.
Jones, Theo.	Verue, Miss P.
Johnson, R. C. R.	Yacey
James, S. C.	Walker, H. W.
Kalet, M.	William, J.
Keelin, H.	Wennerg, H. O.
Kisserent, Smith	Whittington, I.
Kahuweller, S.	Whitney, L.
Kelly, T.	Wakefield, F.
Kalver, H. W.	Walsh, H.
Laura, A.	Wiggins, Miss
Little, Mrs. A.	Watson, J.
Liv, P.	Williams, J.
Lorenzo, M.	Wheeler, C.
Lever, B.	Whitaker, A. J.
Livingstone, J.	Wotton, H. R.
Leslie, M. H.	Zoga, E.
Limerckfeld	
Lee, T.	
Lang, R. W.	
Leagner, M. V.	
Laming, C. H., D.D.	

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"Devonshire"	K. Ross
"Drac"	Capt. Zindel
"Indragiri"	Serang Humar
"Indragiri"	E. Pugh
"Indragiri"	A. Devaynes
"Indragiri"	L. Brandt
"P. C. C. Kiao"	W. Shepherd. (2)
Transport Penarth	J. C. Connor. (2)
S.S. Shantung	H. S. Clifton
"Shantung"	Capt. Quail
"St. Dunston"	Leop. Pinger
"Sui Tai"	A. Nene
"Strathgyle"	Herbert Clifton Field
"Tachew"	Capt. W. Reher
"Ulster"	Capt. O. Anderson
"Tinaut"	H. Roberts
Transport Wright	S. Croft

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Beharoy	Tienfat
Chingtai (2 telegrams)	Tungshunter
Chunghangchang	Vankee
Chungshingyang	Winkler
Huffman	Wingtailong
Konghinin	With
Kwongchanchong	Woocheong
Kwonghoplong	Wood
Loheengkee	Wookce
Nghuyen Thunh	Yebismoto
Norton	Yheesun
Pacortrade	Yown
usemoh	Yuenhopai
Schmidt (2 telegrams)	Yuenhopai
Shiuchingong	1,089, 1,459
Shonkei (998)	1,752
Taknakoff	6,032, 1,123, 0,478, 0,006
Thungseonglong	3,470

Farida, No. 74 R. A. Rosa, E. de
Frampton, Mrs. Rito, W. A.
Goudchid, Mrs. J. C. Rotario, T. A. de
Gujor Singh, I.P.C. 647 Rbario, O.
Gomes, J. G. Rodigo, E. J.
Caunt, C. F. Sam Ki, (Dead Letter)
Gerald, A. (Nagasaki) Sultan Mahomed
Galvao, I. da Cunha Shane, Capt.
Brazil) Skeener, J.
Gray, C. J. Sioh, A.
Hohngabel, L. Sulab Khan
Hamm, Mrs. G. Sallars, Mrs.
Holcock, Mrs. R. Thirty Tennis Club,
Hutchinson, Mrs. Sec.
Hallman, E. Tilley, Capt. (4)
Isfahan, H.M.S. Tremaine, B. L. (New
Isha Singh, (2) York)
Johnson, S. Wazir Singh, I.P.C. 716
Kwong Hung (Dead) Wertheimer, Mrs. B. J.
Letter) Wo-On, (2 Dead
Kaiser, Singh Letters)
Kumura Wiener, A.
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C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANED AND REPAIRED. Sanitary Board Notices received promptly. Agent for MOSAIC TILES. Prices on Application.

LEVY HERMAN, DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser. 40, QUEEN'S ROAD, Watson's Building.

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SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901.

Intimations.

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Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

Intimations.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TSINAN"	1st October.
LOILOLO and CEBU	"WUJONG"	4th October.
MANILA	"WATONG"	8th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	12th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	1st October.
"	"LAERTES"	9th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	29th "
"	"ACHILLES"	6th November.

HOMEWARDS.

FOR LONDON.

"AJAX"	1st Oct., 1901.
"PYRRHUS"	15th "
"CALCHAS"	29th "
"NESTOR"	12th Nov. "
"MACHAON"	26th "
"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov. "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. B. Co.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 29th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 23rd September, 1901. [226c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"PERLA," Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 2nd October, at 2 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 28th September, 1901. [1061c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1901. [992c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Oct. 10

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 24th September, 1901. [1032c]

* SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ADANA," Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1901. [1019c]

SAILING VESSEL.

FOR NEW YORK.

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1901. [1019c]

Consignees.

"BARBER" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 24th September, 1901. [1053c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriters before Noon, on the 1st October, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th September, 1901. [934c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 25th September, 1901. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"TEENKAI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th September, 1901. [1060c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th September, 1901. [2]

THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Arendin."

From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 3rd October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th September, 1901. [5]

Consignees.

STEAMSHIP "LAOS." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo from London ex S.S. "Orizabal," from Havre ex S.S. "Orizabal," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after TUESDAY, the 1st October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th September, 1901. [1003c]

Intimations.

THE

ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [571c]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [960c]

Sanitas Disinfecting Fluid.

COLORLESS FRAGRANT NON POISONOUS ALSO POWDER, SOAPS, EMBROCATION, &c.

"HOW TO DISINFECT." Book sent FREE on application.

Of all Chemists, and The "SANITAS" Co., Ltd., Bellmarket Green, London.

[495c]

GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has been discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption, and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, WORTHING, England. (I am this paper). [1050c]

"FOR THE BLOOD IS THE LIFE"

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrofula, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds. It is a never-failing and permanent Cure. It Cures Old Sores.

Cures Sores on the Neck.

Cures Sore Legs.

Cures Blackheads or Pimples on the Face.

Cures Scurvy.

Cures Ulcers.

Cures Rheumatism and Stiff Joints.

Cures Glandular Swellings.

Cures the Blood from all impure Matter.

From whatever cause arising.

It is a real specific for Gout and Rheumatic Pain. It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit attention to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 2s. 6d. each, and in cases containing six times the quantity, sufficient to effect a permanent cure in the greatest majority of long-standing cases. BY ALL CHEMISTS AND PATENT MEDICINE VENDORS.

Small Bottles, 1s. 6d. each, are sent by post, in payment of the postage.

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NOTES ON NATIVE AFFAIRS.

THE TZE-CH'ANG BRIGADE.

of 5,000 disciplined troops organised at Wonsung in 1898 on the German model by Tactai Shen Tun-ho, under the auspices of Viceroy Liu K'un-yi, and which was in 1899 transferred to Kiangyin on the Yangtze, is by a recent order from the Grand Council at Hsian to start immediately for Shantung—as rumour has it, to reinforce the Army of Governor Yuan Shih-k'ai, for the purpose of acting as Railway guards on the new line in that province, when the Germans evacuate Chinese territory. It will be remembered that about a month ago it was mentioned in these columns that the Tze-ch'ang Brigade, which is properly under the command of general Li Chan-chun, the chief military official in this part of Kiangsu province, was under orders to proceed to Honan, ostensibly to act as Imperial guards to the travelling Court. General Li Chan-chun, however, it appears, is unable to go in person at the head of these troops and General Chang, said to be an officer educated abroad, the second-in-command, will lead the Brigade to Shantung instead of as formerly intended, to Honan. There are quite a number of well-educated young officers holding commissions in the Tze-ch'ang Brigade, which is said to be quite equal in discipline and drill to Governor Yuan Shih-k'ai's best troops, and in some respects even better.

THE TIENTSIN UNIVERSITY.

The University Gazette chronicles the arrival here from the North of Dr. C. D. Tenney, the President of the Tientsin University. It will be remembered that the buildings and grounds of the University were taken possession of by the German Military Authorities last year at the time of the siege of Tientsin, but so far, in spite of the repeated requests of Dr. Tenney, the Germans refuse to return the place to the original owners. [The "University Gazette" learns that Dr. Tenney is en route for the United States, where he will try to get the United States Government to interest itself in the matter on behalf of education and civilisation, and make a request on Dr. Tenney's behalf to the German Government for the return of the Tientsin University to its original owners.] As a matter of fact, the University and grounds were constructed at the expense of the Peiyang Administration, and before the breaking out of the Boxer troubles last year were in a very flourishing condition. Dr. Tenney expects to return next spring from abroad—so says the University Gazette.

THE HEALTH OF VICEROY LIU.

A Nanking dispatch written in reference to the recent health of H.E. Viceroy Liu K'un-yi of that city states that H.E. has almost regained his health, but that owing to age and the effects of the hardships H.E. suffered in early life, during the campaigns against the Taiping rebels, sometimes recurring, H.E. is still weak and sometimes perfect quiet for another fortnight at least, to recuperate. As a tribute to H.E.'s energy and diligence in his duties, even during the leave of a month granted by the Throne, H.E. has always personally attended to all important matters of State, only the ordinary work of his high office being attended to by the Treasurer, En Shou.

THE COURT'S DEPARTURE FROM HSIAO.

according to the *Universal Gazette*, will take place, as previously notified, on the 6th of October next, and there is not to be any more changing of dates, as 'had been formerly rumoured. In giving out the above announcement, the same paper states that the news may be deemed reliable, as the health of the Empress Dowager has entirely recovered and she is able to start on the journey without any apprehension of a relapse. It will be remembered that the original date fixed was the 1st of this month, which was changed owing to the Empress Dowager's alleged ill-health and the subsequent floods in Honan province.—N. C. D. News.

THE FIRST SHALL BE LAST.

The Liverpool liner is off Castle Garden, New York, and the passengers are alongside their baggage in the Custom House. One, an important and unduly impatient Londoner, with a "kopje" of luggage, is addressing one or more express messengers.

"Now I say, look here, porter, be so good as to take my trunks to the Waldorf-Astoria, don't cher know. My name's Walpole."

The faces of the Bowery lads express curiosity, mingled with contempt, but their silence is so profound that it could be cut with an axe.

"Don't you hear me, men? My things are all about with a large 'W' on 'em. I'm an Englishman, don't cher know, and I'll tip you well. I can't wait, I have engaged a suite of rooms at the Waldorf-Astoria, and my name is Walpole."

Then up and spoke a little longshoreman: "Wal! Britisher, we Americans air a methodical nation, and we don't make no hogs of ourselves. We likewise tackle this here freight proposition sorter alphabetical. We begin at the letter 'A' and go right down to 'Z'. Now, if your name had bin early in the alphabet, your Sartogus would bin at the Waldorf right away. See?"—Box of Curio.

THE FORT WELD TIGER.

A recent *Perak Pioneer* says—

The report of the death in hospital of the Malay who was bitten by a tiger at Fort Weld is incorrect. The man, we are glad to say, is progressing and will soon be up and about again, though he will carry the marks of his tussle with the dreaded beast to the end. The Chinese wood-cutter who was attacked and wounded on the head by apparently the same brute is also doing well, and so is another Malay who was mauled terribly while engaged in hewing wood close to his house.

Yesterday, the tiger's last victim—last because the brute we are glad to say has at last been dispatched—was admitted into hospital with his knees horribly torn, and mauled, and it is to be hoped he will be as lucky as the other victims, and soon leave the hospital. The tiger, as we have said, has been killed, and the credit of having rid

the country of its greatest scourge again belongs to Manap, the tiger slayer, whose bag now amounts to eight, the last two as ferocious and as blood-thirsty as the Royal Begal species. Manap's satisfaction, however, appears to be naturally much dampened owing to the injury to his friend, Mat Pel

NOT AND A

CALENDAR.

SEPTEMBER.
Meteorological means based on fifteen years' observations to 1893.
Barometer.....29.755
Thermometer.....81.0
Humidity.....83
Rainfall.....13.482

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer.....29.96 29.87
Temperature.....83 84
Humidity.....80 75
Rainfall.....—

TO-MORROW.

Saturday, 28th September, 1901.
Chinese—16th of 8th moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 52min.
Sets.....5hr. 50min.
Moon—Full Moon.....5hr. 12min. a.m.
High water—Morning.....5hr. 36min.
Afternoon.....5hr. 36min.
Low water—Morning.....5hr. 15min.
Afternoon.....5hr. 15min.

ANNIVERSARIES.

1849—Louis Napoleon sentenced to perpetual imprisonment for the landing at Boulogne.
1862—Capture of Ancon by Garibaldi.
1870—Surrender of Strasbourg.
1890—Departure from Macao of the German steamer *Amigo*, the first and last vessel of a line between China and Mexico.

TO-MORROW.

Sunday, 29th September, 1901.
Chinese—17th of 8th moon of 27th year of Kwang-shi.

Sun—Rises.....5hr. 52min.
Sets.....5hr. 50min.
Moon—Full Moon.....5hr. 12min. a.m.
High water—Morning.....5hr. 36min.
Afternoon.....5hr. 36min.
Low water—Morning.....5hr. 15min.
Afternoon.....5hr. 15min.

ANNIVERSARIES.

1834—Trade resumed with British merchants at Canton.
1865—Hurricane at Manila; immense damage to shipping.
1888—Steamer *Kilmer* lost near the Paracels; four of the crew drowned.

AGENDA.

TO-MORROW.

O. S. K. Co.'s steamer *Dajin Maru* leaves for Tamsui via Swatow and Amoy.

CHURCH SERVICES.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.
St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.

St. John's Cathedral:—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis Church, (Wanchai)—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.

West Point.
Seventeenth Sunday after Trinity.
Holy Communion 7.30 a.m.
Matins (11 a.m.)

Venite Elzev; Te Deum, Hayes; Jubilate, Gregory. Hymns 354, 365, 321, 287.
Evensong (6.30 p.m.)

Magnificat, Turle; Nunc, Barnby. Hymns 369, 367, 256, 374.

The Mission Launch "Dayspring" will call on the ships to bring men ashore to the services, between 9.15 and 10.30 and between 5.30 and 6. Kowloon 10.30 and 6. The "answering penant" may be hoisted.

TUESDAY, October 1st.

3 p.m.—D. S. & Co.'s steamer *Lightning* leaves for Calcutta.

3 p.m.—L. C. S. Co.'s steamer *Lokung* leaves for Swatow and Tientsin.

9 p.m.—Regular Meeting of the Zeland Lodge at the Freemason's Hall, Zeland Street.

Cargo ex *Inaba Maru* subject to rent.
Cargo ex *Carlinth* subject to rent.
Cargo ex *Richmond Castle* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 23rd.
Mr. Short is temporarily chief officer of the *Hatching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Hatching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *St. Lagune*, is now 4th officer of the *Glenyle*.

August 26th.
Capt. Davis has resumed command of the *Hatching*.

Mr. Evans, chief officer, has returned to the *Hatching*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.
Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.
The officers of the *Flindia* (Capt. F. Eichbaum) are:—chief officer W. Schaeke, 2nd E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.
Mr. D. Bowie is acting 2nd officer of the *Haitan* vice Mr. Short on leave.

Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.
The officers of the *s.s. Diamante* (Capt. Rattenbury) are:—chief officer A. J. Motley, 2nd A. Fraser, 3rd F. M. Turner, chief engineer J. Hill and J. Potts, 3rd D. Wilson, doctor S. Castro.

SHIPING AND MAIL NEWS.

MAYLS DUE.

Canadian (*Empress of China*) 30th inst.
Indian (*Kumtang*) 1st prox.
German (*Sachsen*) 2nd prox.
German (*Preussen*) 2nd prox.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.
American (*Thorie*) 18th prox.

The Silk ex Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at New York on the 27th inst.

The Imperial German Mail steamer *Preussen* left Shanghai via Foochow on Friday p.m., the 28th inst., and may be expected here on about Wednesday a.m., the 2nd prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Shanghai at 11 p.m., on Friday, the 27th inst., and left again at 9 p.m., Saturday the 28th inst., for Nagasaki where she is due to arrive at 7 a.m., on Monday the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Georgios Valentin at Kowloon Dock.
Victoria " " "
Zafra " " "
Clara " " "
Alcoa " " "
Elcano " " "
Canton River " " "
Munchen " " "
Gaelic " " "
Victoria (Swedish) " Aberdeen

PASSED THE CANAL.

Outward—30th August—*Anapa*, 6th September—*Salacia*, *Sacra*, *Hermiston*, *Prima*, 10th September—*Heulmond*, *Sachsen*, *Adana*, *Segevia*, *Cholon*, *Pembroke*, 13th September—*Armand*, *Bekie*, *Shilane*, *Maru*, *Nestor*, *Neckar*, 17th September—*Glenfield*, *Elfrick*, *Forer*, *Mercur*, 20th September—*Feronia*, *Marburg*, *Japan*, *Ripens*, *Hanyang*, 24th September—*Queen Christina*, *Erherzog*, *Franz Ferdinand*, *Kiautschou*.
Homeward—10th September—*Deucalion*, *Sudo Maru*, 13th September—*Konig Albert*, 17th September—*Malacca*, *Actia*, 20th September—*Oceanic*, *Hudson*, *Peleus*, 24th September—*Kuwachi Maru*.
Arrivals at Home—13th September—*Ambr*, *Dresden*, *Indrani*, *Kanagawa Maru*, *Stutgart*, *Sandara*, 17th September—*Wardburg*, *Sado Maru*, 20th September—*Lawther Castle*, *Deucalion*, 24th September—*Neckar*, *Konig Albert*.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Jewett, Mrs.
Andrew, Mr. D. A. Johansen, Mr. and Mrs.
Angus, Mrs. Joseph, Mr. and Mrs.
Arnold, Mr. H. E. S.
Bailey, Mr. W. S. Kiliendas, Mr. S.
Barlow, Mr. B. J. Kutsch, Mr. E. A.
Bell, Mr. J. T. Kiene, Mr. and Mrs. F.
Black, Mr. J. Knight, Mr. C. H.
Bonner, Mr. A. Lazarus, Mr. N.
Brown, R. E., Major W. Littledale, R. E., Major R. P.
Bruce, Mr. and Mrs. Long, Mr. and Mrs. D. M.
Buller, Mrs. Lopez, Mr. S.
Bysustow, Mr. Macdonald, Mr. D.
Buttrick, Mr. C. G. Mackie, Mr. Gordon
Cameron, Mr. D. H. Marlow, Mr.
Carre, Mr. R. McLellan, Mr. and
Clark, Dr. Mrs. E. E.
Colling, Mr. E. H. Mea, Mr. J. S.
Cole, Mr. C. E. Michael, Mr. S. J.
Colombo, Mr. G. S. Mara, Mr. and Mrs.
Colson, Mr. J. S. Munro, Miss
Crilly, Mr. A. G. Parfitt, Mr. W.
Cylinder, Mr. M. Patterson, Mr. T. P.
Denroche, Mr. P. C. Pearce, Dr. W. W.
Devilbiss, Mr. D. M. Piry, Mr. C.
Discombe, Mr. G. M. Piry, Mr. S. D.
Dixon, Mr. W. B. Pitcher, Mr. A. J.
Dixon, Mr. Price, Mr. H.
Dorehill, R. A., Major Quennell, Lieut. W. A.
Dunsford, Capt. & Mrs. Radcliffe, Mr. P.
and child Reel, Dr. L. R.
Dyson, Major P. S. Reid, Mr. A.
Edwards, Mr. F. W. Richards, Mr. F. V.
Fernald, Mr. and Mrs. Robertson, Mr. W. R.
Field, Mr. A. G. Rouse, Miss
Fischer, Mr. Schmidt, Mr. A. A. B.
Franklin, Mr. and Mrs. Schouw, Mr. C.
Gibson, Mr. Kennedy Sergeant, Mr. P. W.
Glover, Mr. C. Sharpe, Mr. L.
Gracewood, Mr. G. Simpson, Mr. A. E.
Grant, Mr. John Smith, Mr. T. J.
Griffin, Mr. N. L. Smithers, Mr. R. G.
Groves, Mr. and Mrs. Smithers, Mrs. A.
and 2 children Snawin, Mr. E. A.
Guignard, Mr. E. Stafford, Mr. T. C.
Hamilton, Mrs. Taylor, Mr. D. G.
Hand, Mr. C. H. Thomson, Dr. and Mrs.
Hawkins, Mr. J. A. J. C. and child
Heckford, Mr. R. G. Tibbey, Mr. H. M.
Howard, Mr. Thos. Wakeman, Mr. G. H.
Howkins, Mr. and Mrs. Warren, Mr. F.
H. L. Watts, Mr. and Mrs.
Huber, Mr. E. Frank W.
Hughes, Mr. W. K. Whyte, Mr. W. J. G.
Ruke, Mr. A. N. Whitton, Mrs.
Hutchinson, Mrs. Wilson, Mr. F.
Innes, Capt. Woollen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss Jeffries, Mr. H. N.
Baulton, Mr. J. F. Lee, Mr. J. E.
Beattie, Mr. James Logan, Mr. J. W.
Bourne, Mr. J. W. C. Martin, Mr. R.
Brawn, R. E., Col. L. F. May, Mr. A. J.
Brayne, Mr. H. F. R. McDermott, Mr. A. P.
Brusse, Mr. G. Miller, Mr. and Mrs.
Collard, Col. A. W. Pitt, Mr. John R. N.
Crookenden, Col. Focke, Hon. H. E.
Dann, Mr. George H. Quinoff, Mr. M.
Davies, Mr. W. Rumsey, R. N., Hon.
Detrick, Mr. and Mrs. R. Murray
and children Saver, Mrs.
Drian, Mr. F. Sinclair, Mr. A.
Ezekiel, Mr. J. S. Stokes, Mr. A. G.
Field, Mr. Gerry Thomson, Mr. J. S.
Forbes, Mr. Andrew Wheeler, Mr. W. H.
Graham, Mr. D. M. Wheeler, Colonel
Gumprecht, Dr. Wilgress, Mr. W. T.
Hamilton, Major Wilson, Mrs. W. and
Inglis, Mr. and Mrs. Wright, Mr. and Mrs.
W. F. and children H. Taylor
Jameson, Mr. Phillips

CRAIGIEBURN.

Bells, Mr. H. Helms, Mr. W. W.
Brown, Mr. and Mrs. Langlands, A. O. D.
H. Matheson Capt. and Mrs. P.
Crouch, Mr. J. W. Pye, Mr. E. Burns
Edwards, Mr. G. H. Scott, Mrs. James
Farrow, Capt. J. Sieters, Govt. Civil
Grinble, Mr. & Mrs. C. Hospital
Hamilton, Capt. and Surplice, Mr. and Mrs.
Mrs. C. E. F. R. C.
Heemskerck, Mr. J. J. B.

KOWLOON HOTEL.

Connolly, Miss K. Holden, Mr. Geo. H.
Femander, Mr. & Mrs. Holden, Capt. H. N.
J. B. Nobbs, Prof. A. P.
Harges, Mr. Herm. Riegen, Mr. V.
Harmann, Mr. T. O. B. Schmir, Mr. C.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 28th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$605 buyers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15
The Bank of China and Japan, Limited—(Deferred)	£ 1	£.5
National Bank of China, Limited.	£ 1	\$28
Do.	£ 1	\$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$342 buyers
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 60	Taels 195
Yangtze Insurance Association, Limited	\$ 30	\$121
Canton Insurance Office, Limited	\$ 30	\$167 buyers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$342
China Fire Insurance Company, Limited	\$ 20	\$83 sellers

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$130 buyers
China and Manila Steamship Company, Limited	\$ 50	\$58 sellers
Douglas Steamship Company, Limited	\$ 50	\$44 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 10	£7.10
Star Ferry Company, Limited	\$ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited	£ 1	\$24 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£2.10 sales

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$150 sellers
Luxon Sugar Refining Company, Limited	\$ 100	\$35 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	5 cents
Raub Alluvial Gold Mining Company, Limited	\$ 5	\$54 buyers
Olivers Freehold Mines, Limited	£ 10	\$13 buyers
Olivers Freehold Mines, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$280 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$90
Wanchai Warehouse and Storage Company, Limited	\$ 37	nominal
New Amoy Dock Company, Limited	\$ 64	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$190 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$31
West Point Building Company, Limited	\$ 50	\$55 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited	\$ 10	\$134 sales

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 32
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 260
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 11

Cigar Companies.

Alhambra, Limited	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 sellers
China-Borneo Company, Limited	\$ 15	\$58 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 buyers
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 5	\$64
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$172
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$75 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	£ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10
Tebrau Planting Company, Limited	\$ 5	\$2 sales
Universal Trading Co., Limited	\$ 20	\$193 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Empress of China	B str.	R. Archibald, R.N.	Shanghai	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	Japan	P. M. S. S. Co.	Oct. 2nd
Sachsen	G str.	H. Supper	Singapore	Melchers & Co.	Oct. 2nd
Preussen	G str.	E. Prehn	Japan	Melchers & Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

27TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
					DIRECTION.	FORCE.
Wladivostok	2 p.m.	30.01	68	—	SW	2
Tokio	"	30.18	—	—	N	4
Kochi	"	30.11	—	—	—	—
Nagasaki	"	30.07	—	—	SE	0
Kagoshima	"	30.07	—	—	NE	2
Taihou	1 p.m.	29.86	—	—	SE	8
Tainan	"	29.75	—	—	S	4
Koshun	"	29.74	—	—	W	4
Pescadores	"	29.83	—	—	SE	2
Gutzlaff	3 p.m.	30.15	61	89	N	10
Sharp Peak	"	29.90	77	79	NE	3
Amoy	"	29.85	91	51	NNE	1
Swatow	"	—	—	—	E	3
Canton	"	29.85	89	66	NW	1
Hongkong	4 p.m.	29.87	84	70	W	1
Victoria Peak	"	—	—	—	SW	1
Gap Rock	"	—	—	—	—	—
Macao	"	29.85	86	—	S	1
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.80	90	66	—	0
Malate	3 p.m.	—	—	—	SE	1

Post Office.

A Mail will close—
For Swatow and Bangkok—Per *Loosoo*, to-morrow, the 29th instant, at 9 A.M.
For Canton—Per *Yunnan*, to-morrow, the 29th instant, at 9 A.M.
For Swatow and Shanghai—Per *Wingrang*, to-morrow, the 29th instant, at 9 A.M.
For Canton—Per *Huam*, on Monday, the 30th instant, at 7.30 A.M.
For Macao—Per *Huamshan*, on Monday, the 30th instant, at 1.15 P.M.
For Quong-chow-wan—Per *Neuchan*, on Monday, the 30th instant, at 2 P.M.
For Kumbuck and Samshui—Per *Tien-kong*, on Monday, the 30th instant, at 3 P.M.
For Canton—Per *Falshu*, on Monday, the 30th instant, at 5 P.M.
For Swatow, Amoy and Foochow—Per *Italian*, on Tuesday, the 1st Oct., at 9 A.M.
For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Tuesday, the 1st Oct., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct., at 2 P.M.
For Swatow and Tientsin—Per *Loksang*, on Tuesday, the 1st Oct., at 2 P.M.
For Shanghai—Per *Tianan*, on Tuesday, the 1st Oct., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gadic*, on Wednesday, the 2nd Oct., at 11 A.M.
For Amoy and Manila—Per *Perla*, on Wednesday, the 2nd Oct., at 4 P.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Airline*, on Thursday, the 3rd Oct., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Preussen*, on Thursday, the 3rd Oct., at 11 A.M.
For Shanghai—Per *Huamshan*, on Friday, the 4th Oct., at 4 P.M.
For Manila—Per *Sungkiang*, on Friday, the 4th Oct., at 4 P.M.
For Manila and Cebu—Per *Kailung*, on Tuesday, the 8th Oct., at 4 P.M.
For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct., at 3 P.M.
For Europe, &c., India, via Tuticorin—Per *Palawan*, on Saturday, the 12th Oct., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglu*, on Saturday, the 12th Oct., at 4 P.M.

EXCHANGE.

Hongkong, 28th September.
ON LONDON, Telegraphic Transfer 1/11 1/4
Bank Bills, on demand 1/11 3/16
Credits, 4 months' sight 1/11 9/16
Dime, 4 months' sight 1/11 11/16
ON BERLIN, (demanded) M. 107
ON PARIS, Bank Bills, on demand M. 244
Credits, 4 months' sight 247
ON NEW YORK, Bank Bills, on demand 46 1/2
Credits, 30 days' sight 47
ON BOMBAY, Telegraphic Transfer 14 1/4
On demand 14 1/2
ON SHANGHAI, Telegraphic Transfer 73 1/2
Private 30 days' sight nom.
ON YOKOHAMA, T.T. 5 1/2
Sovereigns, Bank's Buying Rate 370 3/4
Gold Leaf 100 touch, per tael 53 1/2
Bar Silver 26 15 1/2
Dollars nom.

OPIUM QUOTATIONS.

Hongkong, 28th September.
Te-day's quotations are as follows:—
BENGAL—New Patna @ 530/35
Old Benares @ 978/10
Old Patna @ 940/7
MALWA—This and last year's new @ 860/70
2 1/2 years' old @ 880/90
4 1/2 years' old @ 900/90
Putterford @ 920
PERSIAN—Fine quality @ 800/830

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

Fatsian, British steamer, 1,425, Loosoo, Hongkong, Canton, and Macao Steamboat Co.
Hon-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powen, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Huamshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, C. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Satnam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ALGOA, British steamer, 1,352, Hansford, 24th Sept., Seattle 1st Aug., and Manila 21st Sept., Hamp.—Dodwell & Co., Ltd.
BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast.—Japanese.
CHANGSHA, British steamer, 1,463, T. Moore, 12th Sept., Shanghai 9th Sept., General.—Butterfield & Swire.
CHUANSANG, British steamer, 1,418, L. A. Muir, 24th Sept., Java 15th Sept., Sugar.—Jardine, Matheson & Co.
DAIJIN MARU, Japanese steamer, 900, T. Ogata, 25th Sept., Tamsui 21st Sept., and Swatow 24th, General.—Mitsui Bussan Kaisha.
DEUTEROS, German steamer, 1,001, F. Frahn, 24th Sept., Saigon 20th Sept., Rice.—Siemssen & Co.
ELCAMO, American steamer, 591, R. de Al-houze, 2nd Sept., Manila 31st August, Ballast.—Brandao & Co., Ltd.
GALIC, British steamer, 2,691, W. W. Finch, R.N.R., 26th Sept., San Francisco 28th Aug., Honolulu 4th Sept., Yokohama 18th, Kobe 19th, Nagasaki 21st, and Shanghai 24th, Mails, and General.—O. & O. S. S. Co.
GERMANIA, German steamer, 1,714, A. Rep-dixen, 25th Sept., Sourabaya 15th Sept., Sugar.—Jensen & Co.

GLENFARGO, British steamer, 2,350, R. A. Donaldson, 25th Sept., Saigon 21st Sept., Rice.—McGregor Bros. & Gow.
KOH-SI-CHIANG, German steamer, 1,391, Leuss, 21st Sept., Bangkok 14th Sept., General.—Butterfield & Swire.
KONG BENG, German steamer, 862, Moller-mann, 24th Sept., Koh-si-chiang 18th Sept., Rice.—Melchers & Co.
LIGHTNING, British steamer, 2,142, J. G. Spence, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General.—David, Sassoon Sons & Co.
LOOSON, German steamer, 1,020, T. Fuchs, 23rd Sept., Bangkok 16th Sept., Rice.—Butterfield & Swire.
MAUSANG, British steamer, 1,204, W. D. Welsh, 25th Sept., Sandakan 17th Sept., Timber.—Jardine, Matheson & Co.
MICHAEL JESSEN, German steamer, 710, J. Jessen, 25th Sept., Haiphong and Hoibow 24th Sept., General.—Jessen & Co.
NANYANG, German steamer, 1,060, E. Hass, 27th Sept., Saigon 23rd Sept., Rice and Rice-flour.—F. A. Trading Co.
OLYMPIA, American steamer, 1,730, John Truebridge, 25th Sept., Tacoma via Japan 24th Aug., General.—Dodwell & Co., Ltd.
PIRA CHULA CHOM KLAO, German steamer, 1,012, R. Unsworth, 27th Sept., Bangkok 20th Sept., General.—Butterfield & Swire.
PIRA NANG, German steamer, 1,021, Mangels-dorf, 24th Sept., Bangkok and Koh-si-chiang 17th Sept., Rice and Wood.—But-terfield & Swire.
PROGRESS, German steamer, 687, H. Meyer, 25th Sept., Touron 22nd Sept., General.—Siemssen & Co.
ROBERT DICKINSON, British steamer, 1,331, McDonald, 25th Sept., Hankow 18th Sept., Ballast.—Arnhold, Karberg & Co.
TEKSAI, British steamer, 3,016, H. C. Harris, 26th Sept., Singapore 20th Sept., General.—Jardine, Matheson & Co.
TRIGONIA, British steamer, 1,069, Powell, 20th Aug., Shanghai 16th Aug., Kerosine.—Arnhold, Karberg & Co.
VICTORIA, American steamer, 2,114, J. Pantan, 1st Aug., Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.
VICTORIA, Swedish steamer, 939, J. A. Hill-borg, 22nd Sept., Java 11th Sept., Sugar.—E. A. Trading Co.

Sailing Vessels.

ALBANIA, British ship, 1,438, W. L. Brownell, 26th Sept., Manila 4th Sept., Ballast.—Master.
CELESTE BURILL, British ship, 1,764, C. A. Trafay, 29th May, Manila 9th May, Ballast.—Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast.—Order.
HELLEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept., Chefoo 28th Aug., Ballast.—Arnhold, Karberg & Co.
I. F. CHAPMAN, American ship, 3,013, Chap-man, 10th Aug., Kobe 19th July, General.—Arnhold, Karberg & Co.
KENTMERE, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil.—Standard Oil Co.
LAUNBERG, American bark, 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast.—Master.
L. SCHEPP, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast.—Car-lowitz & Co.
MANUEL L. LACUNO, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil.—Standard Oil Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine.—Standard Oil Co.
SUSQUEHANNA, American ship, 3,390, M. T. Bailey, 24th July, Manila 17th July, Ballast.—Jensen & Co.
W. H. CONNER, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast.—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 28th, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
Arcthusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 15 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astrea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14,500 i.h.p., 16 guns, Captain Sir G. J. S. Warrander, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
British, 3rd-class cruiser, 1,700 tons, 6 guns, 5,500 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tildard, Shanghai.
Eclipsa, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taku.
Est, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chiu-kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beauty Powall, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.
Hunter, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, en route Shanghai.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Wigham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Kennick, Hui-han, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-hai.
Oller, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.
Phalanx, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plow, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 680 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 31 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tened, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 600 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
Wivern, coast defence ship, 750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sijbrand, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singa-pore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,000 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 3 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Hungarian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vsevolodsky, at Tientsin.
Albatros, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.
Bobru, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimity, Russian armoured cruiser, 1,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatshy, Russian armoured cruiser, 1,493 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreytsa, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjuria, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadinit, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Oivany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.
Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rozhynskiy, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melousky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sizot Vaskiy, Russian battleship, 10,000 tons, 14 guns, 8,000 h.p., Capt. Molias, at Taku.
Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubaitin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vsadinik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zabliaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkurf, at Nagasaki.

(1st and 2nd class).

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forl, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantekich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Kasaka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Neoprosnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 22 knots.
Stovitch, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Slav, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Scorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochikina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Son, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strava, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).

Barzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 2,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
* Flagship of Vice-Admiral Alexioff.
* Flagship of Rear-Admiral F. V. Dubossloff.
* Flagship of Rear-Admiral Renhoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
* *Furst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottko, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.
Geir, German cruiser, 1,600 tons, 8 guns, Capt. Baker, at Shanghai.
* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Hula, German despatch vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gullich, at Amoy.
* *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtendorff, at Woosung.
Lucia, German gunboat, 85 tons, 10 guns, Capt. Daelhard, at Shanghai.
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadi, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 61, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 62, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendenunck.
* Flagship of Rear-Admiral Geissler.
* Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Balthine, en route Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Desfrere, at Shanghai.
Chastelain, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comate, gunboat, 600 tons, Capt. Lotiel, at Canton.
Decade, gunboat, 690 tons, Capt. Maresubette, at Taku.
* *D'Entenbourg*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
Desbarres, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Franck, gunboat, 693 tons, Capt. Adam, at Japan.
Guichen, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 4,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 300 tons, 8 guns, 576 h.p., Capt. Lott, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
Sixx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Morant, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommarau, at Hongkong.
Vibore, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
* Flagship of Vice-Admiral Courrejollies.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,590 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. M. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.
Cassin, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Werry, at Shanghai.
Celilo, U.S. supply ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isle de Jean, U.S. cruiser, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marilla, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Montevideo, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,444 h.p., Comdr. G. W. Pigman, at Hongkong.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,003 tons, Capt. B. McCollan, at Manila.

Oregon, 1st-class U.S. battleship, 16,200 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
Petrel, U.S. gunboat, 822 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.<